

TOWN OF LAKE PARK

MIXED-USE OVERLAY ZONING DISTRICT



AGENDA++

- 01** – Overview
- 02** – History
- 03** – Analyzing the Corridor
- 04** – The Plan
- 05** – Mixed-Use Community

TOWN OF LAKE PARK

OVERVIEW



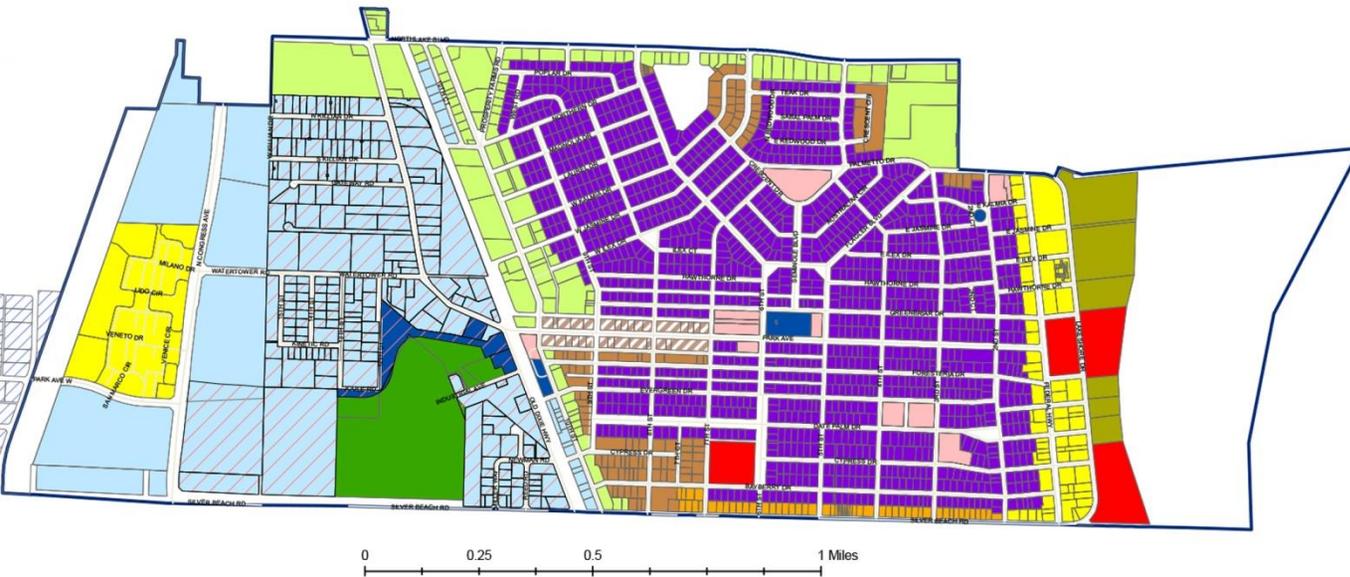
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OVERVIEW – KEY TERMS AND DEFINITIONS

Land Use

The designation of land for a general purpose. For example, commercial, residential, or industrial.



- Legend**
- Bioscience_2
 - Conservation
 - Annexation
 - Downtown
 - Comm_Lt_Industrial
 - Comm_Residential
 - Commercial
 - Condo_density
 - Resi_Low_Density
 - Resi_medium
 - Single_Fam
 - Lake_Park_Boundary
 - Pub_Bldg_Grounds
 - Rec_Lands
 - Other_Pub_Facilities

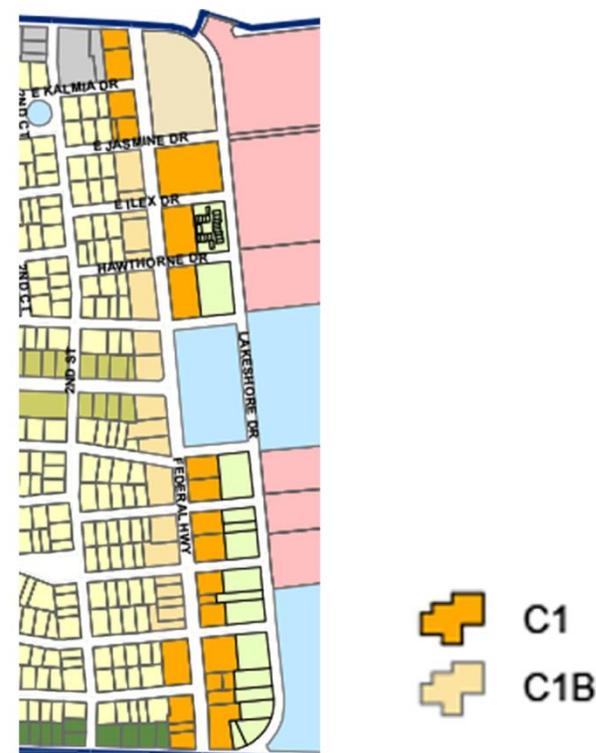
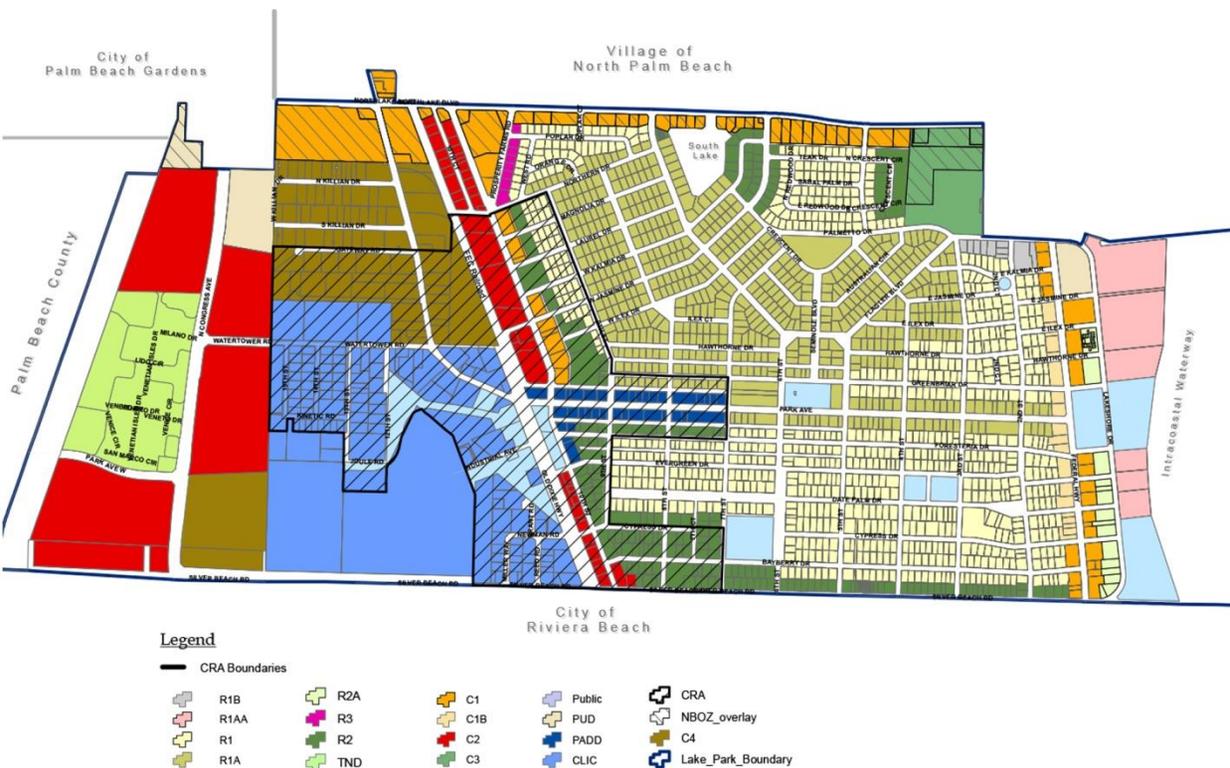


Comm_Residential

OVERVIEW – KEY TERMS AND DEFINITIONS

Zoning

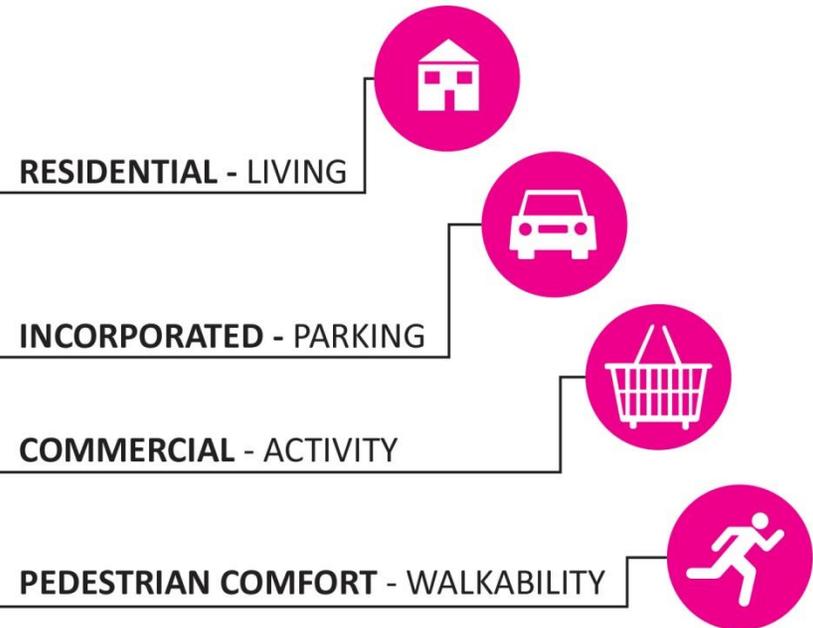
Allowing certain activities/uses within a specified area, or district. For Example, retail shops, or business offices in an area with an overarching “commercial” land use designation.



OVERVIEW – KEY TERMS AND DEFINITIONS

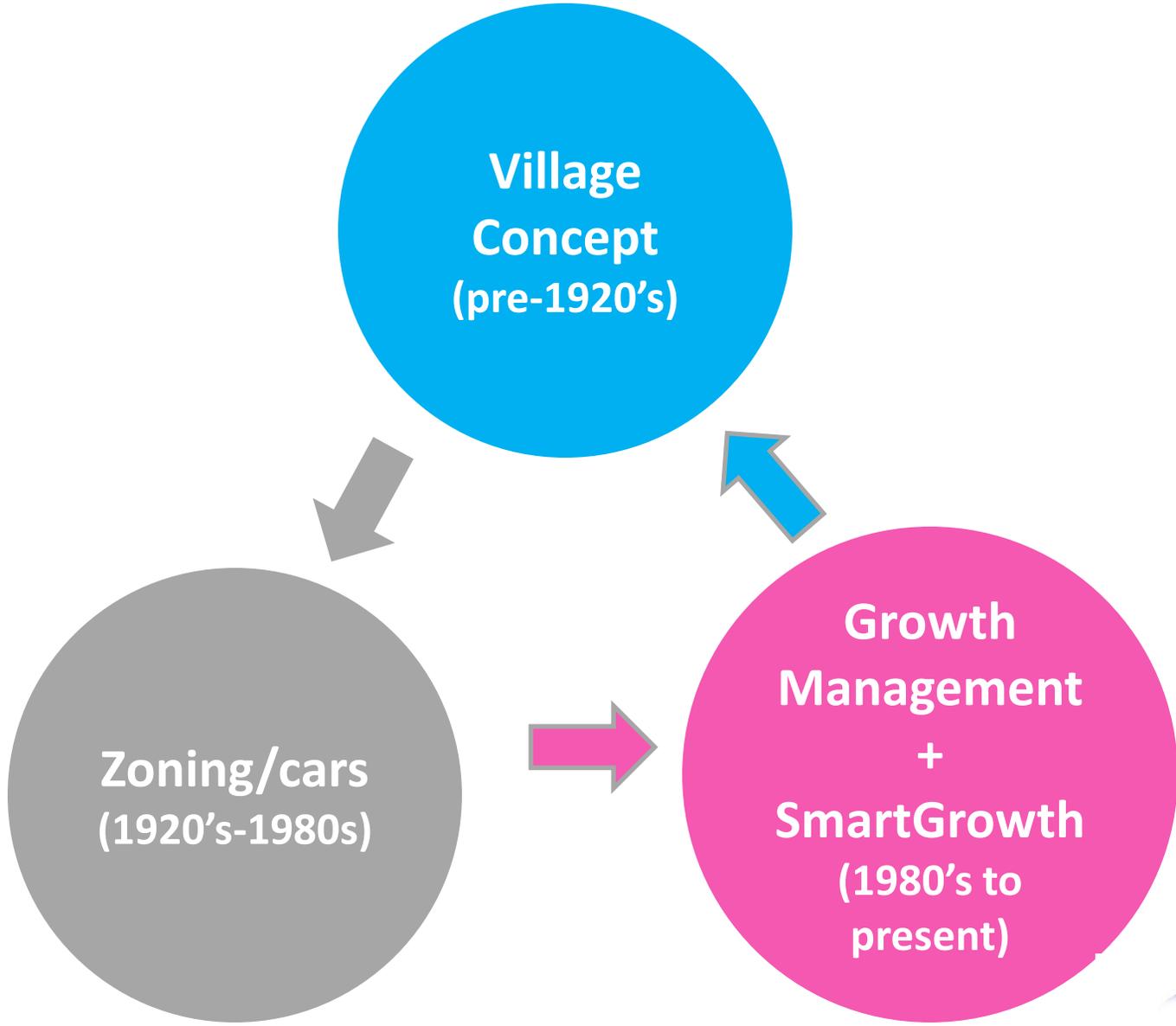
Mixed-Use

The combination of two or more uses within one development, such as commercial with residential.



Source: Related Group – Mixed-Use development in Downtown Fort Lauderdale

OVERVIEW – PLANNING DEVELOPMENT LIFE CYCLE



OVERVIEW – MIXED-USE EXAMPLE 01

Blue Back Square – West Hartford Town Center



Source: Turner Construction - in West Hartford, CT

OVERVIEW – MIXED-USE EXAMPLE 02

Las Olas Boulevard – Downtown Fort Lauderdale



Source: Leticia Ferrero – Real Estate Services - in Downtown Fort Lauderdale

OVERVIEW – MIXED-USE EXAMPLE 03

City Center– West Palm Beach



Source: wpbmagazine- in West Palm Beach City Center

OVERVIEW – MIXED-USE EXAMPLE 04

Renaissance Commons – Boynton Beach



Source: Estatefy - in Boynton Beach

TOWN OF LAKE PARK
HISTORY

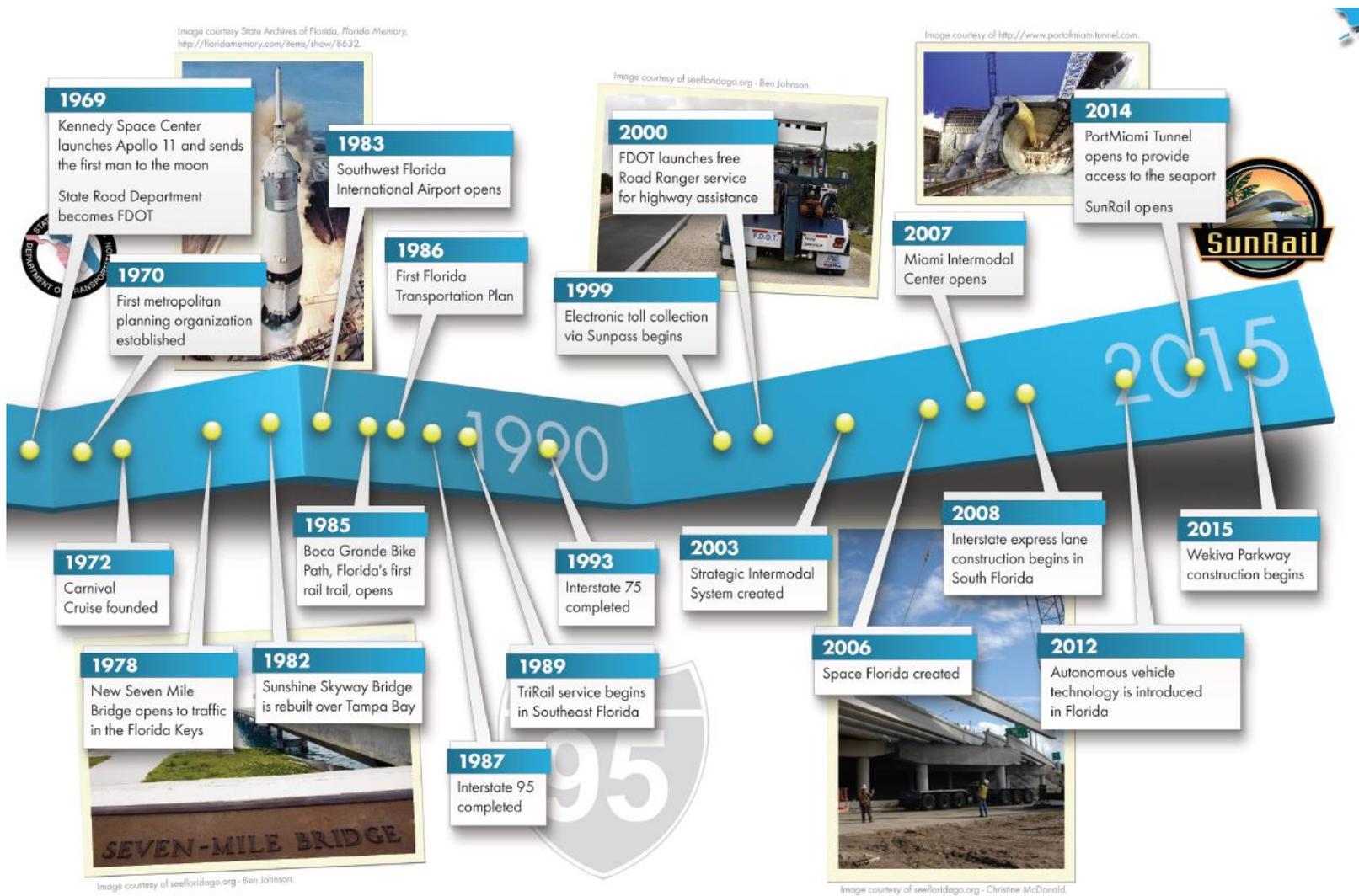


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HISTORY – PLANNING PROGRESSIVE DEVELOPMENT

Where have we been?



HISTORY – MIXED-USE DEVELOPMENT

Mixed-Use

Since the 1990's, many cities, towns and villages have been incorporating mixed-use development options in order to boost their economies and give ample activities to its citizens.

Positives

- + Greater housing variety
- + Reduced distances between housing, workplaces, retail businesses, and other destinations
- + More compact development and land-use synergy
- + Strong neighborhood character, sense of place
- + Walkable, bike-able neighborhoods
- + Increase accessibility

Vision

The proposed Mixed-use Overlay District is envisioned as an area that will provide a destination with a mix use, “work, live, and play” uses such as employment, retail, housing, public spaces, and recreation.

Setting the grounds for the progress and future of Lake Park!

HISTORY – RECOMMENDATION FOR MIXED-USE OVERLAY

FDOT Parameters – For Walkable Urban Thoroughfares

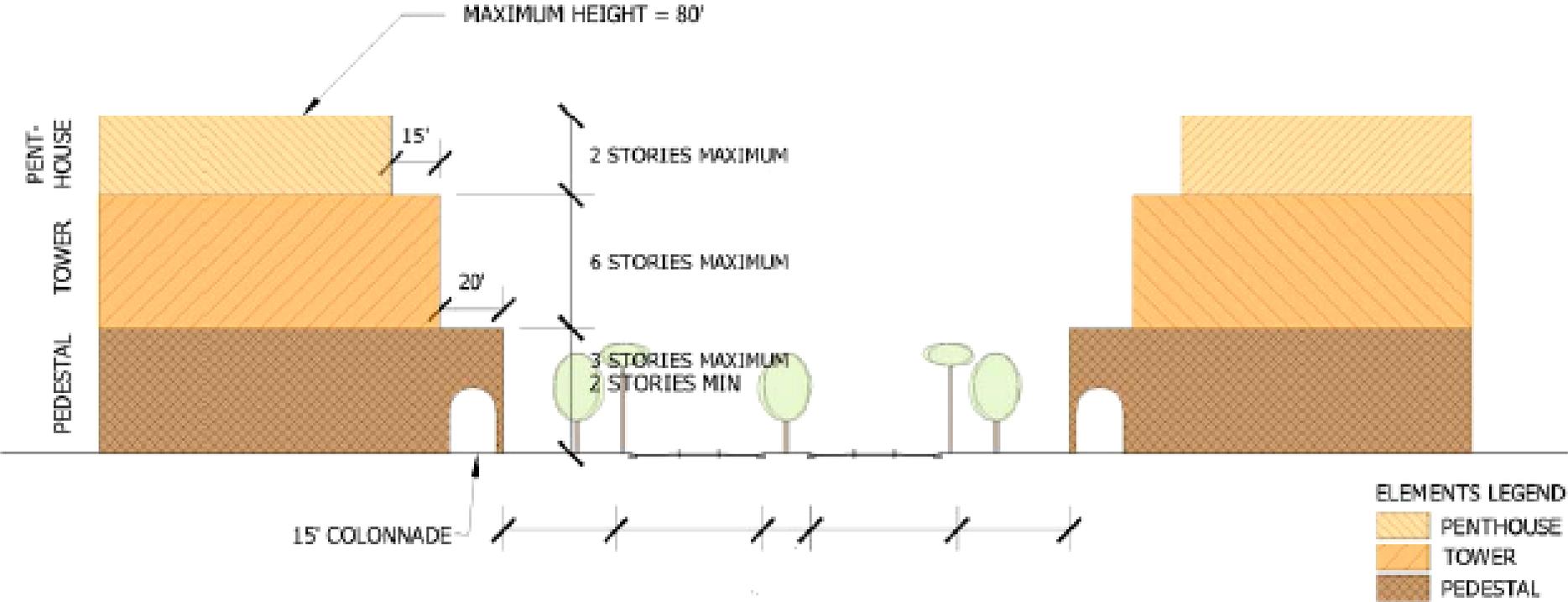
| Thoroughfare Design Parameters for Walkable Mixed-Use Areas | | | | | | | | | |
|---|---|-------------------|-----------------|---------------------------|-------------------|-----------------|-----------------|-------------------|-----------------|
| | General Urban (C-4) | | | Urban Center/Core (C-5/6) | | | | | |
| | Commercial | | | Residential | | | Commercial | | |
| | Boulevard (1) | Avenue | Street | Boulevard (1) | Avenue | Street | Boulevard (1) | Avenue | Street |
| Context | | | | | | | | | |
| Building Orientation (entrance orientation) | front | front | front | front | front | front | front | front | front |
| Maximum Setback [2] | 0 ft. | 0 ft. | 0 ft. | 10 ft. | 10 ft. | 10 ft. | 0 ft. | 0 ft. | 0 ft. |
| Off-Street Parking Access/Location | rear, side | rear, side | rear, side | rear | rear | rear, side | rear | rear | rear, side |
| Streetside | | | | | | | | | |
| Recommended Streetside Width [3] | 19 ft. | 16 ft. | 16 ft. | 21.5 ft. | 19.5 ft. | 16 ft. | 21.5 ft. | 19.5 ft. | 16 ft. |
| Minimum sidewalk (throughway) width | 8 ft. | 6 ft. | 6 ft. | 10 ft. | 9 ft. | 6 ft. | 10 ft. | 9 ft. | 6 ft. |
| Pedestrian Buffers (planting strip exclusive of travel way width) [3] | 7 ft. tree well | 6 ft. tree well | 6 ft. tree well | 7 ft. tree well | 6 ft. tree well | 6 ft. tree well | 7 ft. tree well | 6 ft. tree well | 6 ft. tree well |
| Street Lighting | For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines). | | | | | | | | |
| Traveled Way | | | | | | | | | |
| Target Speed (mph) | 25-35 | 25-30 [4] | 25 | 25-35 | 25-30 | 25 | 25-35 | 25-30 [4] | 25 |
| Number of Through Lanes [5] | 4-6 | 2-4 | 2-4 | 4-6 | 2-4 | 2-4 | 4-6 | 2-4 | 2-4 |
| Lane Width [6] | 10-12 ft. | 10-11 ft. | 10-11 ft. | 10-11 ft. | 10-11 ft. | 10-11 ft. | 10-11 ft. | 10-11 ft. | 10-11 ft. |
| Parallel On-Street Parking Width [7] | 8' | 7-8 ft. | 7-8 ft. | 7 ft. | 7 ft. | 7 ft. | 8 ft. | 8 ft. | 7-8 ft. |
| Min. Combined Parking/Bike Lane Width | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. |
| Horizontal Radius (per AASHTO) [8] | 200-510 ft. | 200-330 ft. | 200 ft. | 200-510 ft. | 200-330 ft. | 200 ft. | 200-510 ft. | 200-330 ft. | 200 ft. |
| Vertical Alignment | Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book. | | | | | | | | |
| Medians [9] | 4-18 ft. | Optional 4-18 ft. | None | 4-18 ft. | Optional 4-16 ft. | None | 4-18 ft. | Optional 4-18 ft. | None |

What type of street dimensions will enhance pedestrian activity..

Source: ITE/CNU Designing Walkable Urban Thoroughfares

HISTORY – RECOMMENDATION FOR MIXED-USE OVERLAY

Design Parameters – For Walkable Urban corridors



Typical Street Section

TOWN OF LAKE PARK

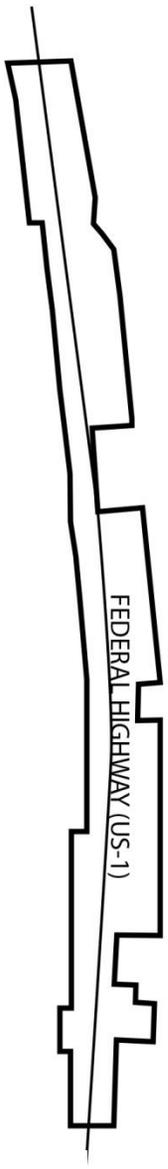
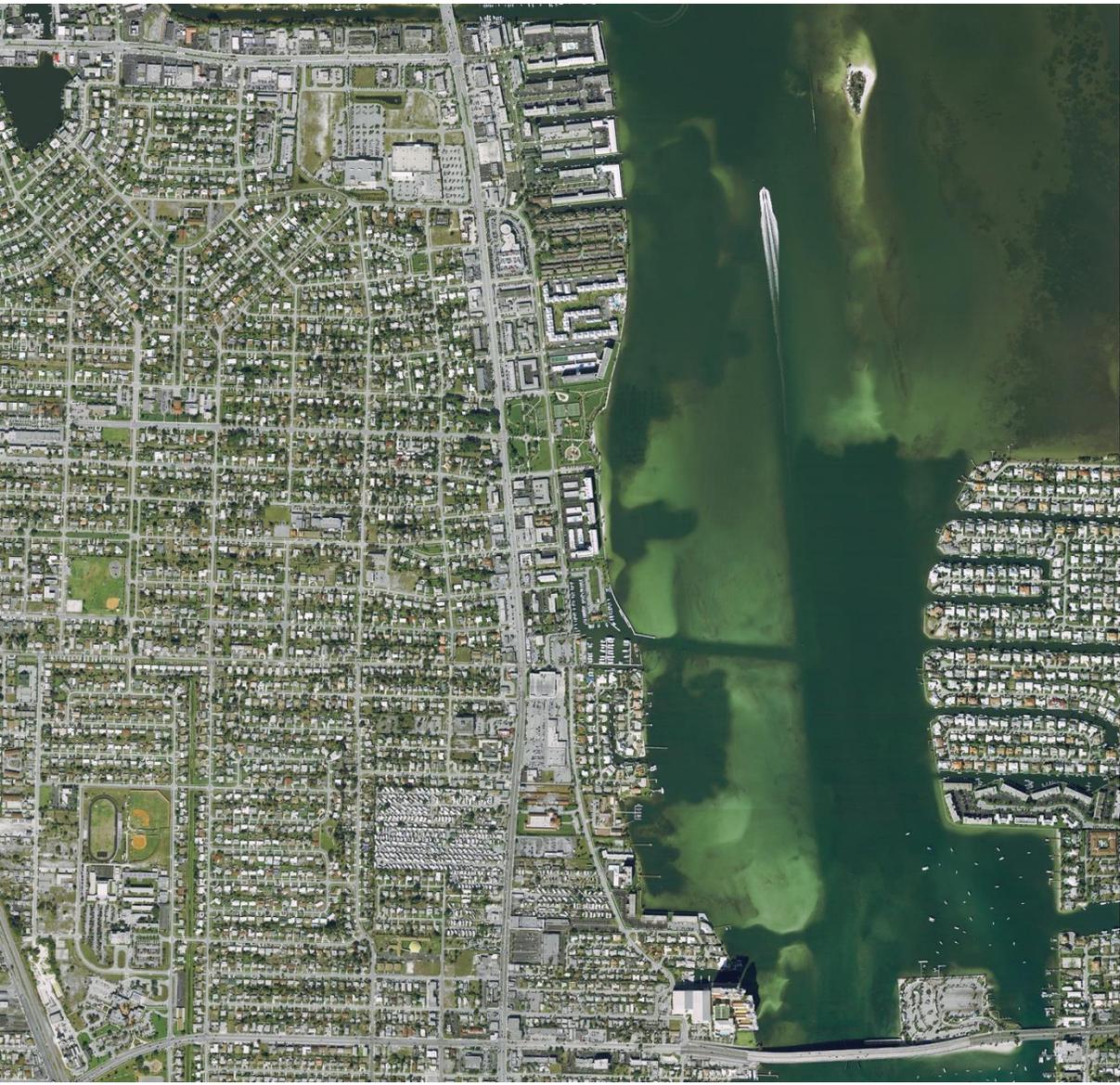
ANALYZING THE CORRIDOR



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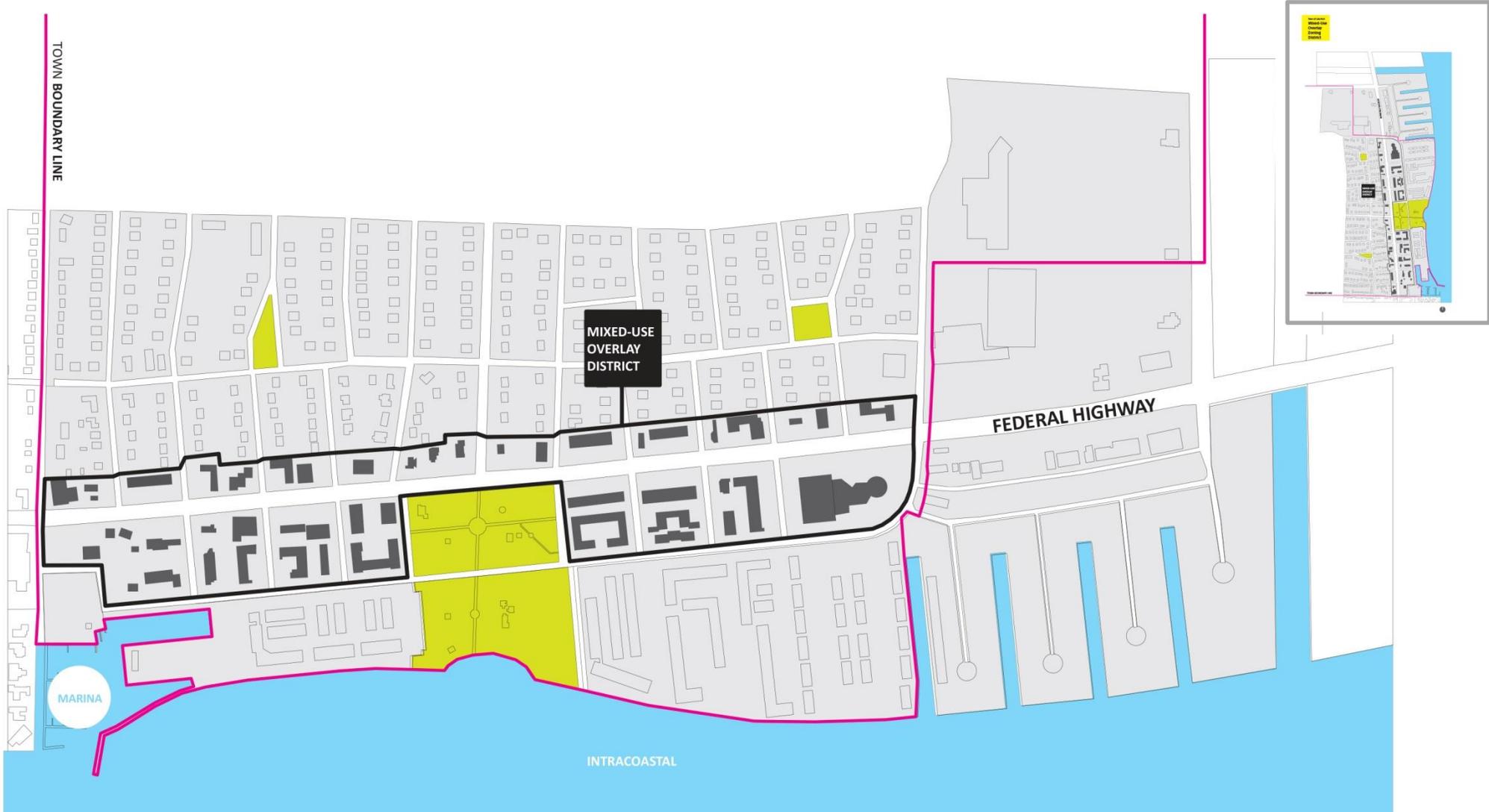


ANALYSIS – CORRIDOR LOCATION++



ANALYSIS – MIXED-USE OVERLAY LOCATION+ +

Within the Town of Lake Park



ANALYSIS – IDENTIFYING PROBLEMS

Why?

A few reasons for this project:

- Multiple vacancies
- Unattractive appearance
- Limited relationship with neighboring districts
- The need to maximize the waterfront/marina area
- Develop a greater sense of place
- Create comfortable pedestrian ways
- Increase connectivity/accessibility

ANALYSIS – IDENTIFYING PROBLEMS - EXAMPLES

Parking lot on frontage – interrupts connectivity to building activities



ANALYSIS – IDENTIFYING PROBLEMS - EXAMPLES

Inadequate landscape – Lacks landscape for pedestrian comfort

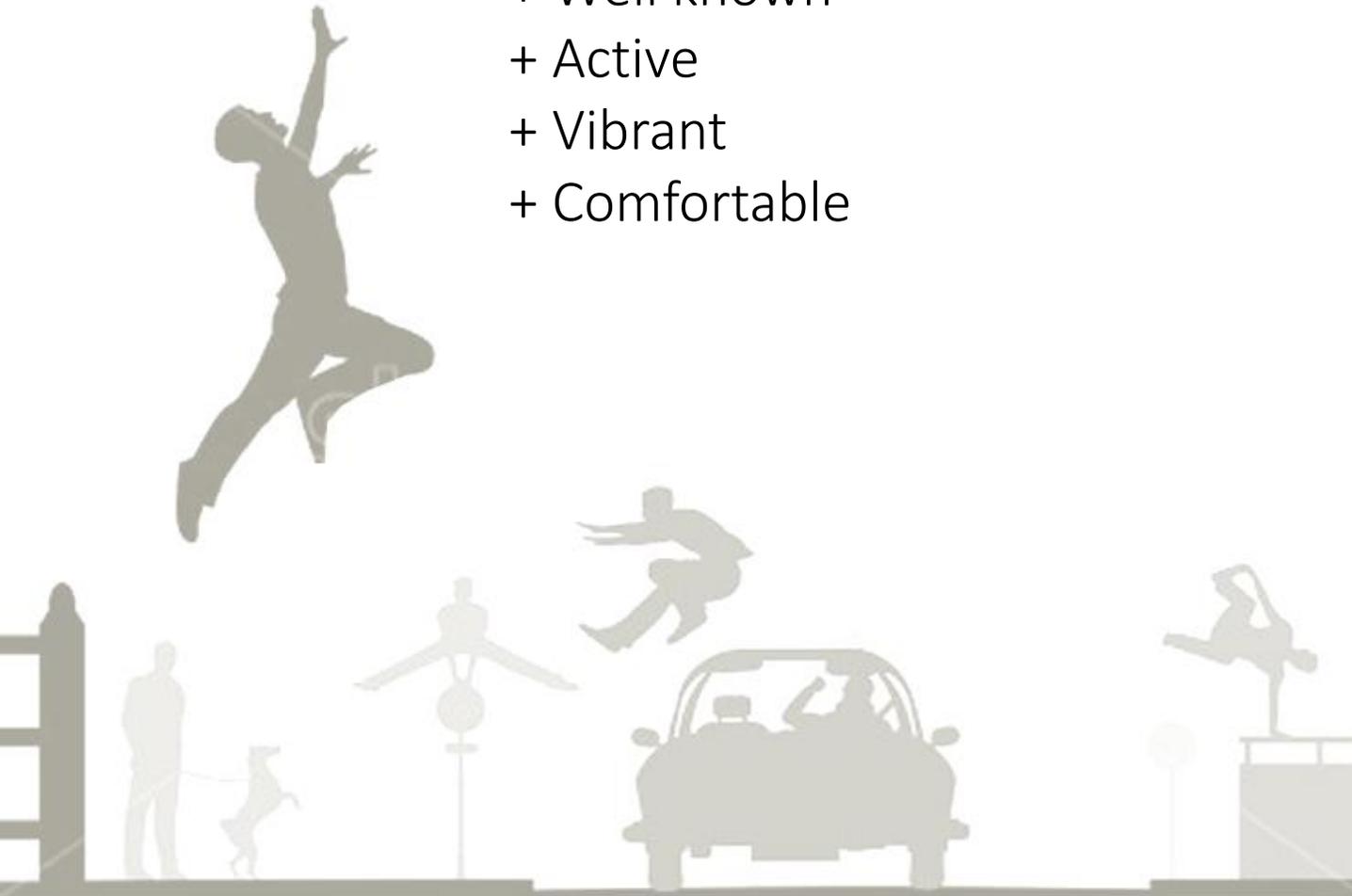


ANALYSIS – A SUCCESSFUL CORRIDOR

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A successful corridor would be:

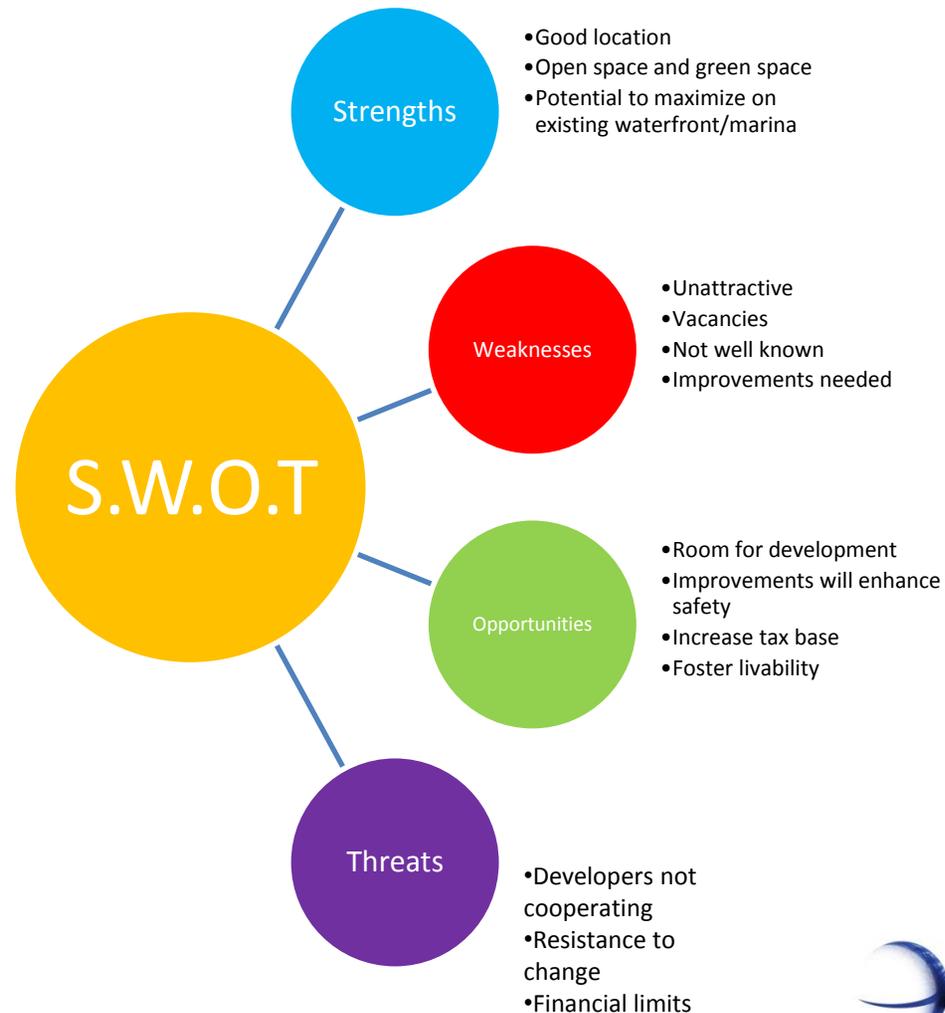
- + Visually attractive
- + Busy
- + No vacancies
- + Well known
- + Active
- + Vibrant
- + Comfortable



ANALYSIS – WHAT ARE THE BENEFITS AND RISKS

To assess the benefits and risks of changing the corridor, we have to understand the corridor as it is now.

What are the corridor's :
Strengths
Weaknesses
Opportunities
Threats



ANALYSIS – CORRIDOR STRENGTHS++

Good location



- Near residential, public, and commercial Zoning Districts
- Major Corridor going through multiple municipalities

Open Space & Green



- Town Marina
- Kelsey Park
- Attractive sites for tourists and residents
- Recreational areas
- Town's highest property value

Familiarity



- Historic Area
- Well-known Corridor to locals

ANALYSIS – CORRIDOR WEAKNESSES--

Vacancies

Several empty buildings and lots
Some buildings are only partially used

Unattractive

Lack of distinctive theme
No consistency in design
Inadequate landscaping

Need for improvements

Strong need for interior and exterior improvements
Existing businesses require renovations

Slow Traffic

Low to moderate traffic volume for existing businesses
Not a hot spot for residents and tourists

ANALYSIS – CORRIDOR OPPORTUNITIES++

Room for development

Sufficient amount of space for new development

The Corridor has the potential to bring in various types of businesses due to the Corridor's versatility.

Increase Revenue

Improvement of Corridor has potential to increase:

- Number of jobs
- Property value
- Town tax base

Enhance Livability

Implementing Mixed Use has the potential to improve:

- Walkability
- Safety
- Business clientele

ANALYSIS – CORRIDOR THREATS+-

Developer interest Vs. Community

Developers may or may not be interested in participating in this change

Resistance to change

Residents and business owners may be resistant to change
Owners of private property will have to take initiative to improve site

Resource limitations

Will there be enough money, support, and investors to pursue changes?

TOWN OF LAKE PARK

THE PLAN



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THE PLAN – MIXED-USE OVERLAY DISTRICT++

The Town is considering options for a Mixed-Use corridor along US-1

Purpose and Intent:

Is to encourage infill, redevelopment, and streetscape improvements to

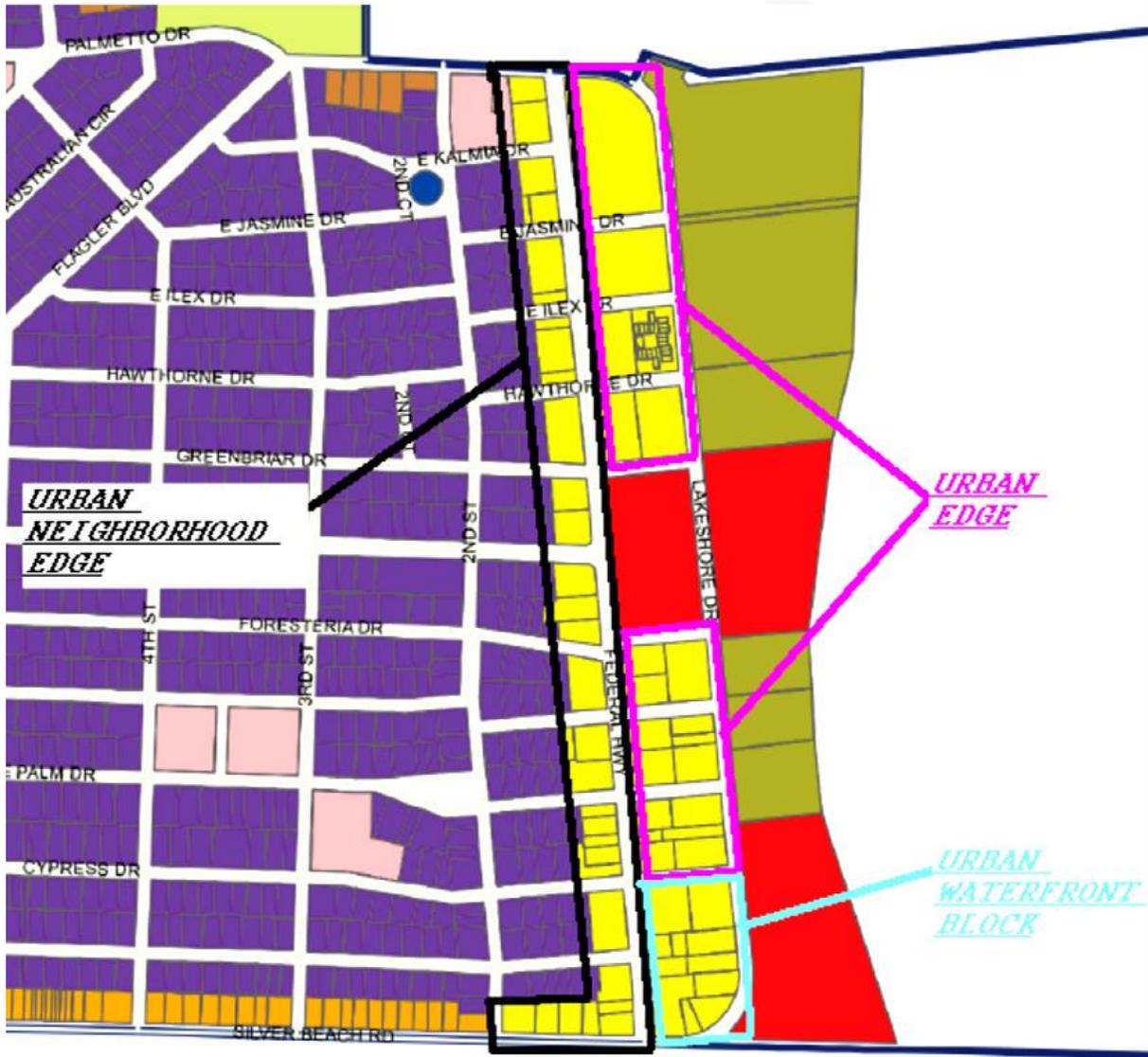
Achieve the following:

+ Provide sense of place

- + Enhance pedestrian and vehicular accessibility while dispersing traffic
- + Establish an overall architectural style that represent's the community
- + Encourage preservation of environmentally sensitive areas
- + Reduce overall number of vehicular trips
- + Utilize existing public resources and public services

THE PLAN – MIXED-USE OVERLAY DISTRICT++

Overlay District – Permits for a mix of commercial + residential uses



 **Proposed
Mixed-Use
Overlay District**

THE PLAN – IMPLEMENTING PROCESS

Step 01 : **Create a vision for the district**

What should the corridor look like?

What type of uses should be there?

What should the environment feel like? (i.e. classic, tropical, modern)

Step 02: **Amend Comprehensive Plan**

Step 03: **Create zoning language for Town's Code of Ordinances**

Permitted and prohibited uses

Site development standards: size, architectural style, façade details

Landscaping

Street furniture

Step 04: **Undergo proper administrative procedures**

Step 05: **Revise (if necessary)**

Step 06: **Implement**

Change Mixed Use Overlay District from 20 units an acre and 2.5 FAR to:

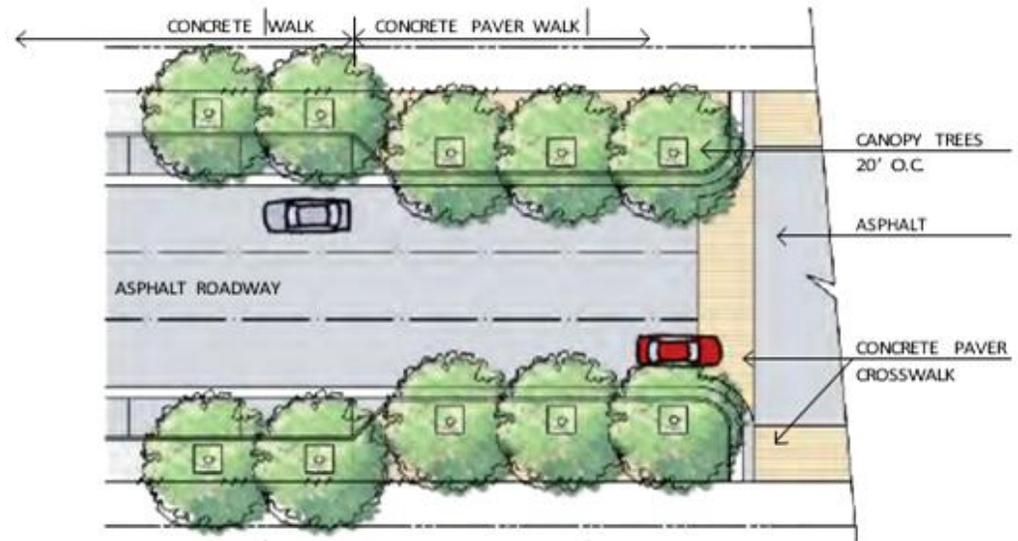
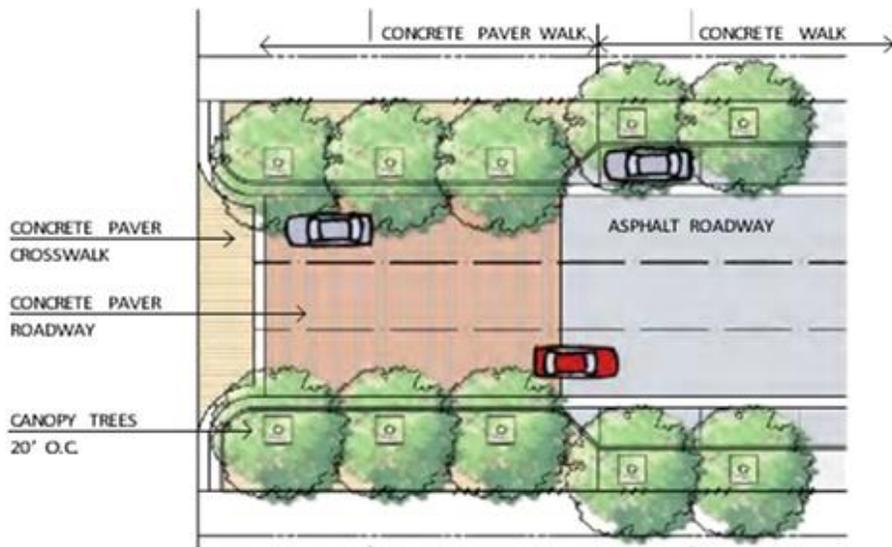
- + 20 units an acre and 2.5 FAR in the Urban Neighborhood Edge district
- + 30 units an acre and 3.5 FAR in the Urban Edge sub-district, and;
- + 40 units an acre and a FAR of 6 in the Urban Waterfront sub-district

Capacity analysis based on build-out scenario

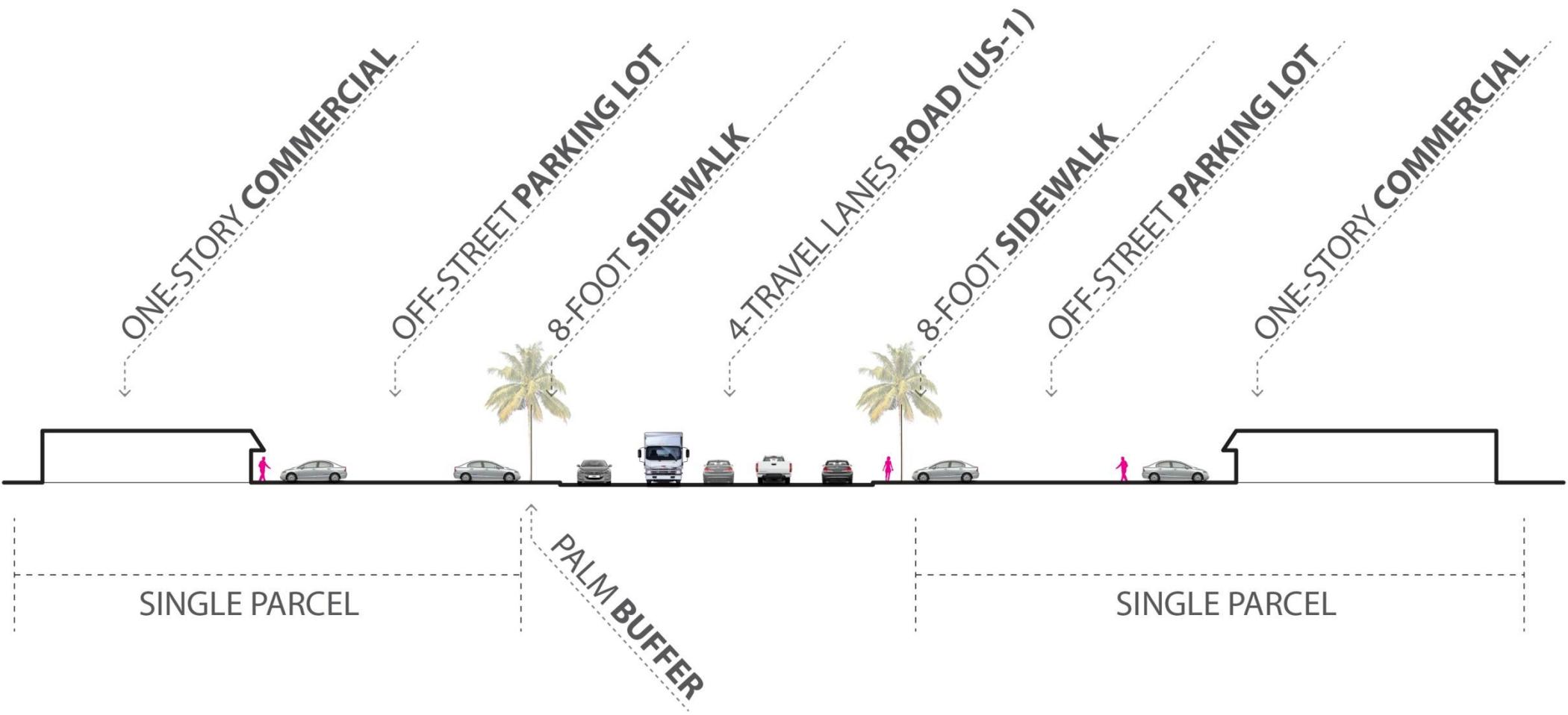
- + Roadway Level of Service – LOS A to LOS C; LOS D required
- + Potable water - +300,000 gallons per day; 16.9 million gpd capacity
- + Sanitary Sewer - +200,000 gpd; 7 million gpd capacity
- + Solid Waste - +13,000 lbs/day, available capacity for next 20 yrs.
- + Parks - +6.9 acres required, +4 acres capacity, 2 additional acres req.
- + Schools - +350 students; 8,000+ capacity

THE PLAN – STREETScape + CIRCULATION

The purpose of the improved streetscape and circulation is to ensure compatible elements between uses; adequate linkages with safe pedestrian connectivity; and an improved aesthetic.

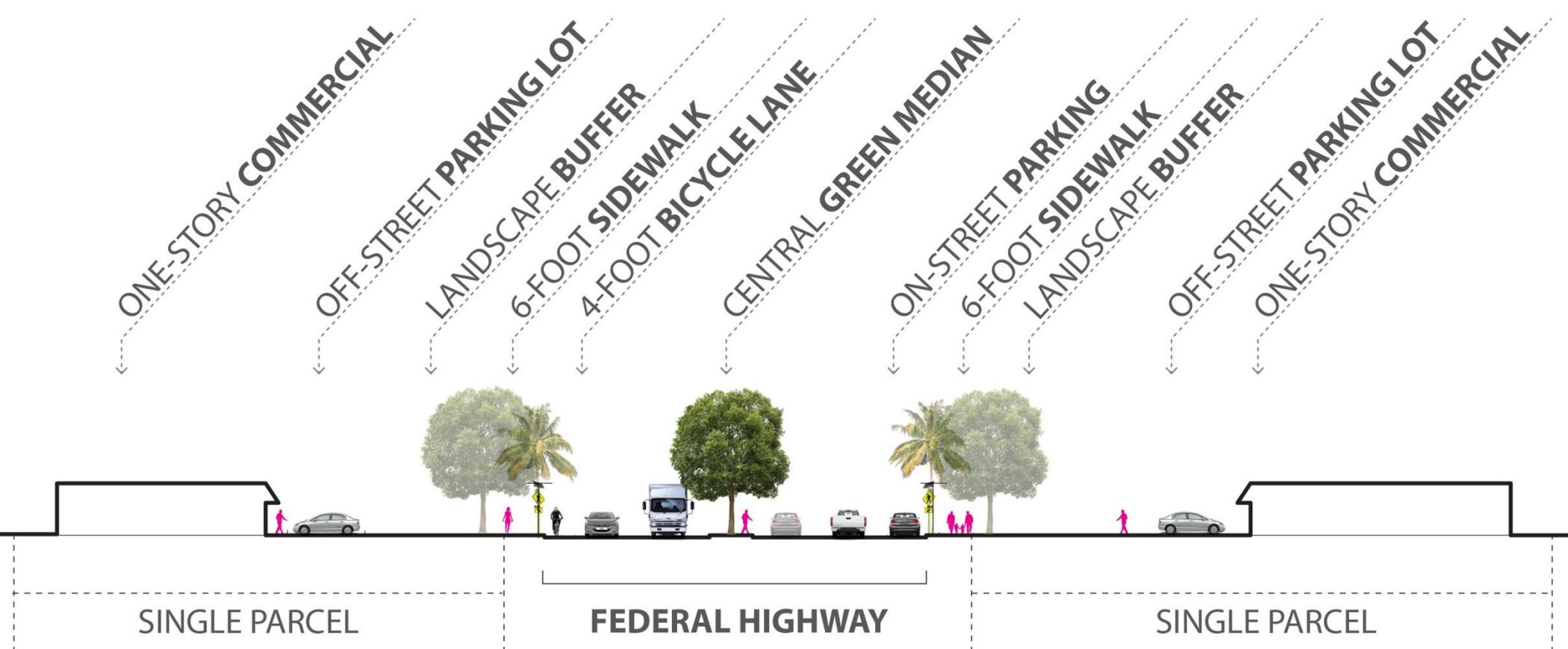


THE PLAN – EXISTING STREET SECTION



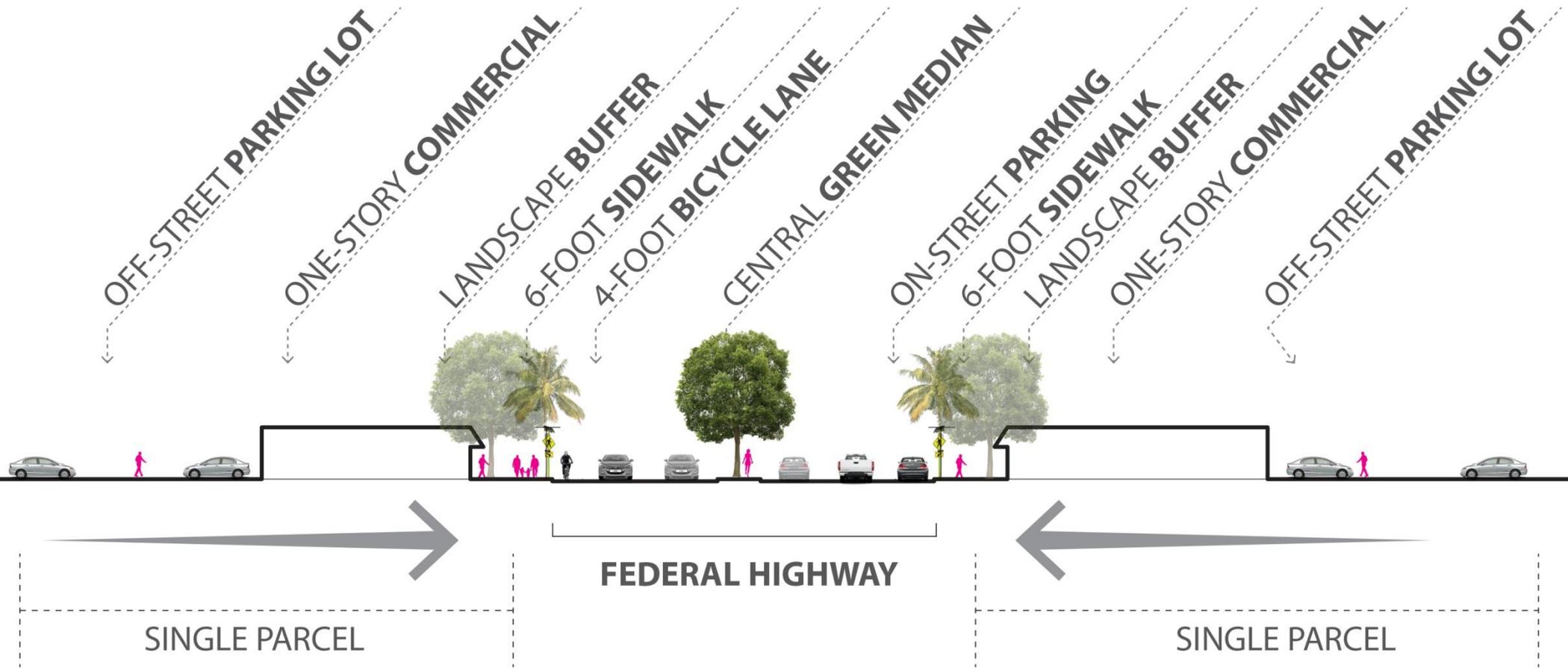
THE PLAN – STREET SECTION (POSSIBILITY 01_)++

Streetscape + Signage Improvements– Way finding and comfort



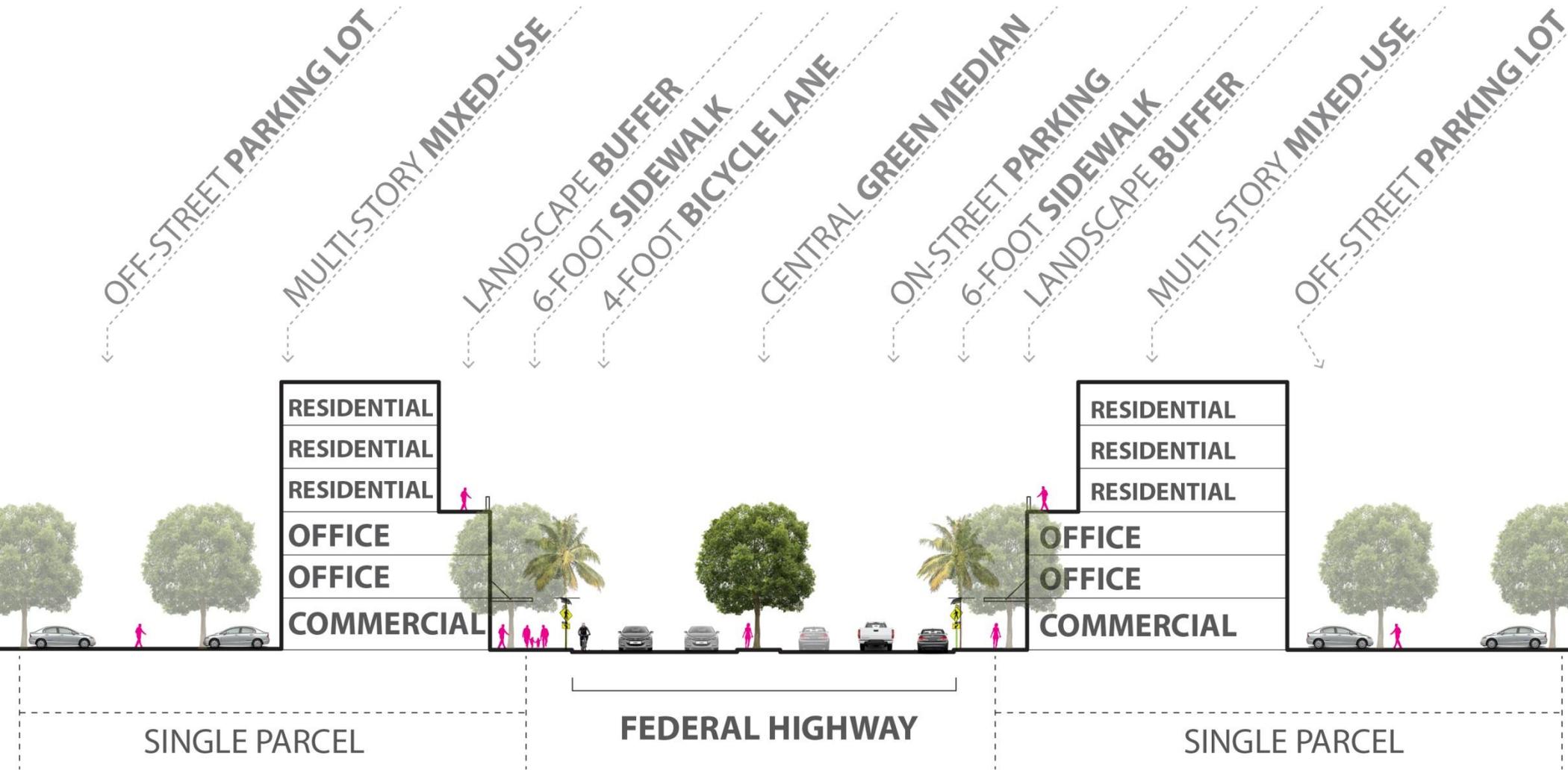
THE PLAN – STREET SECTION (POSSIBILITY 02_)++

Strong Edges – Allows for possible pedestrian activities



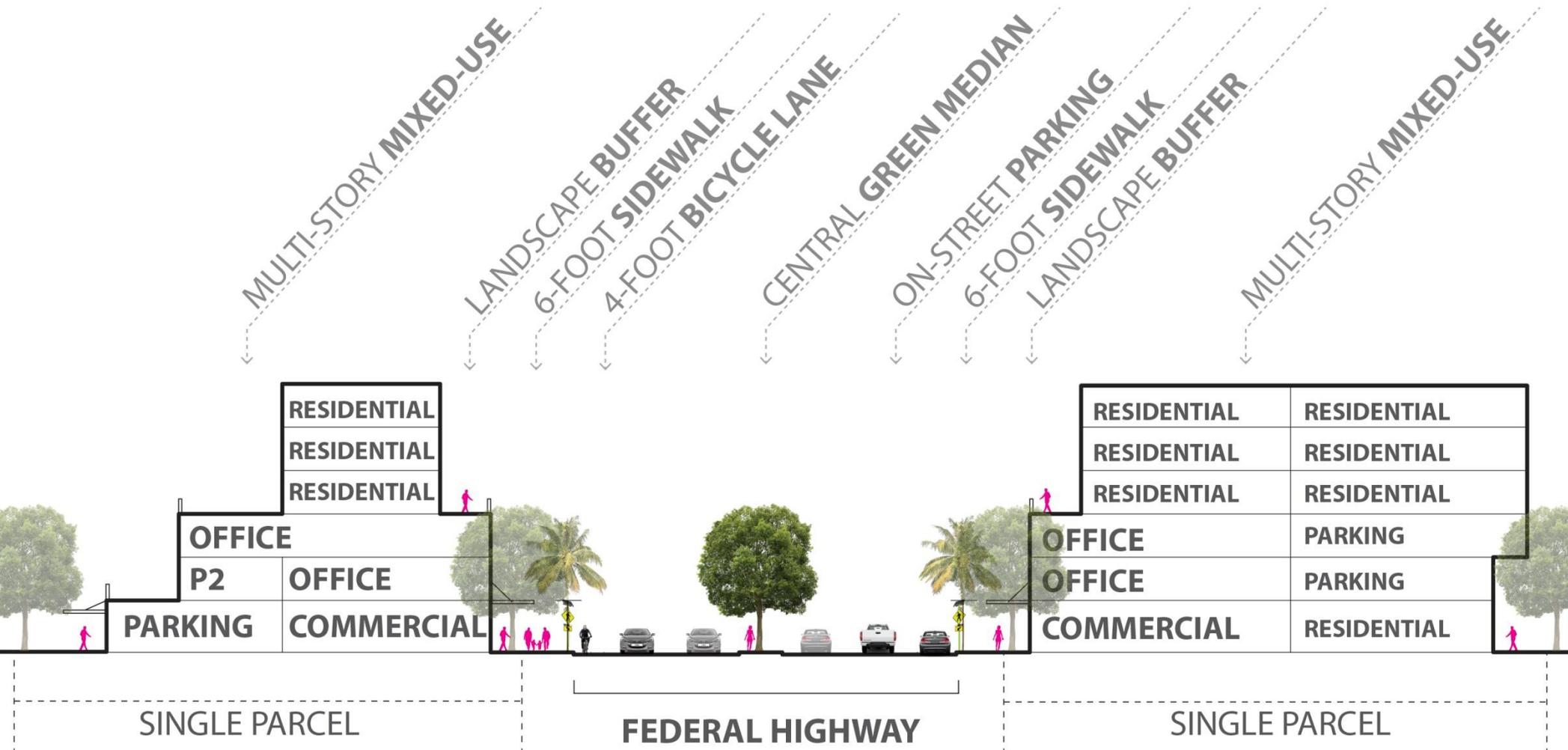
THE PLAN – STREET SECTION (POSSIBILITY 03_)++

Mixed-Used Development – Allows for multiple activities to take place



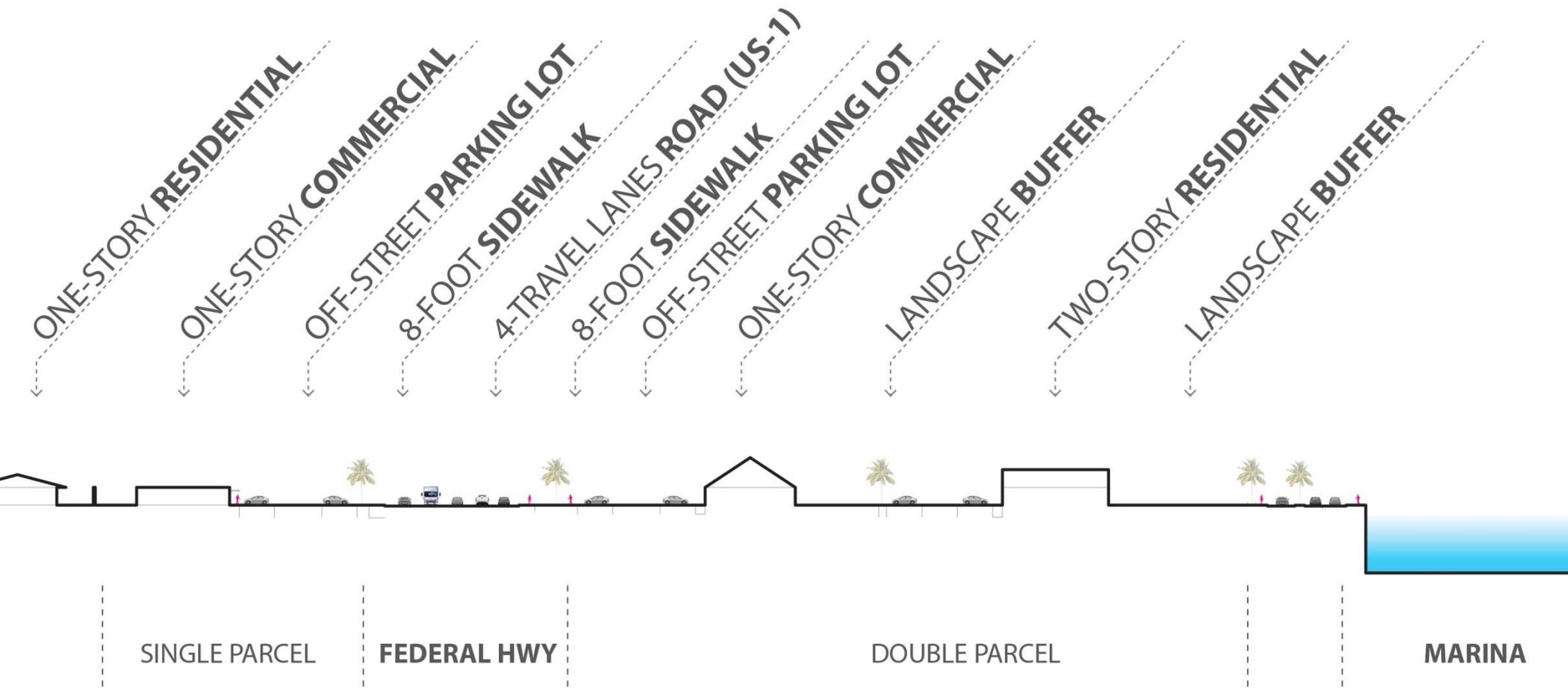
THE PLAN – STREET SECTION (POSSIBILITY 04_)++

Urban Fabric – Allows for smooth transitions between building scales



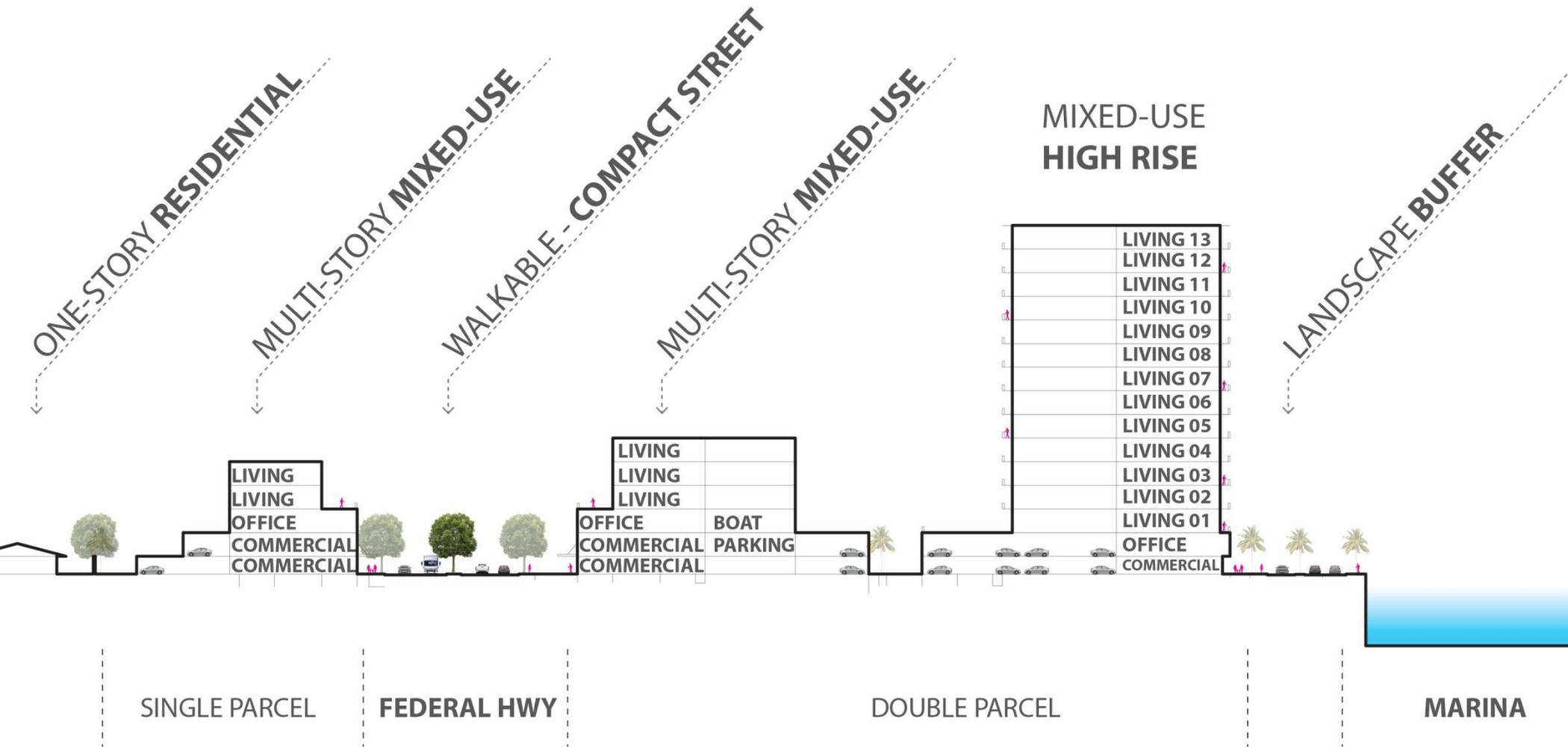
THE PLAN – EXISTING STREET SECTION 02

Waterfront Adjacent to Marina



THE PLAN – STREET SECTION (POSSIBILITY 05_)++

Waterfront Adjacent to Marina – Allows for higher densities



THE PLAN – LANDSCAPE+

Pursuant to other communities research, these ARE EXAMPLES ONLY—requires landscape architect review for recommendations, including irrigation considerations)



Lantana



Plumbago



Royal Palm



Wart Fern



Mahogany

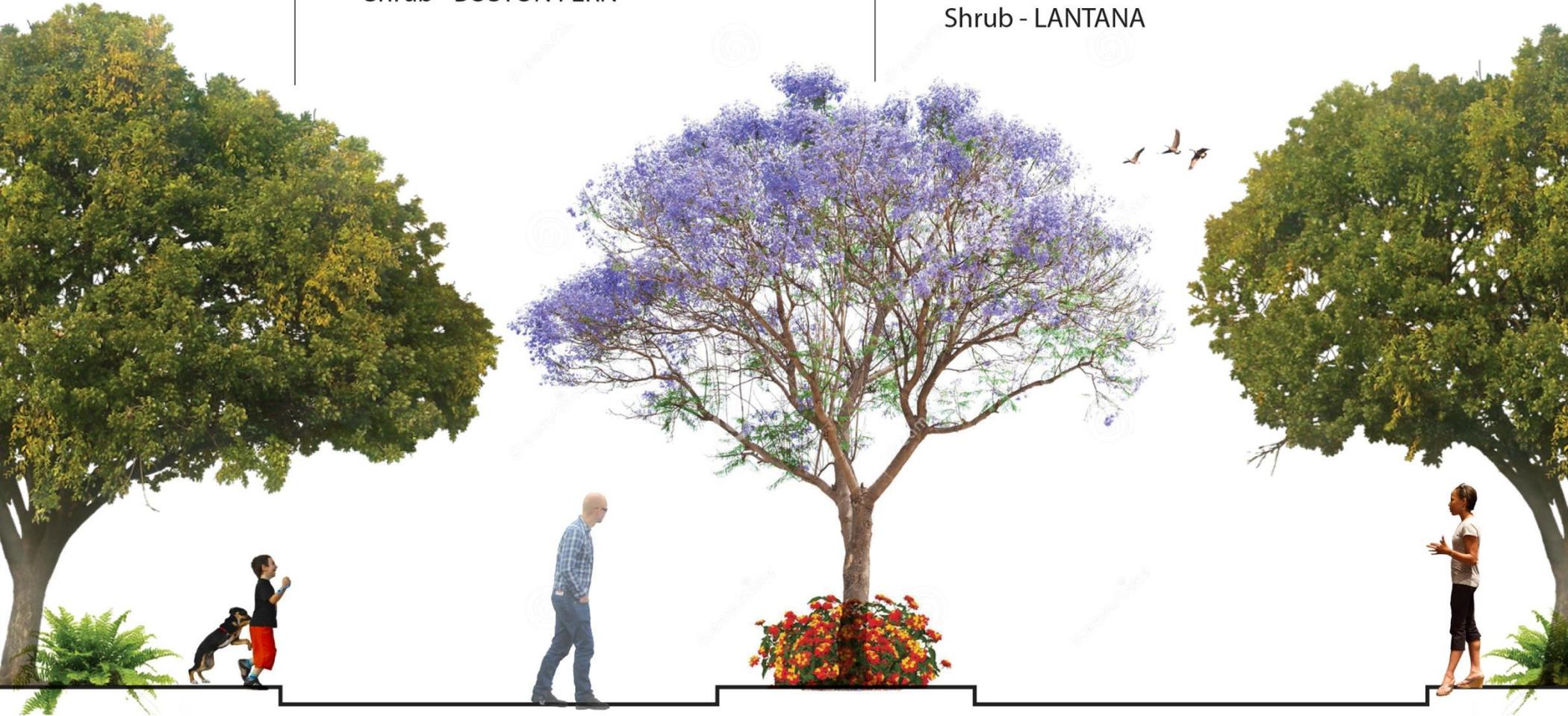


Croton

THE PLAN – LANDSCAPE++

Street Tree - MAHOGANY
Shrub - BOSTON FERN

Median Tree - JACARANDA
Shrub - LANTANA



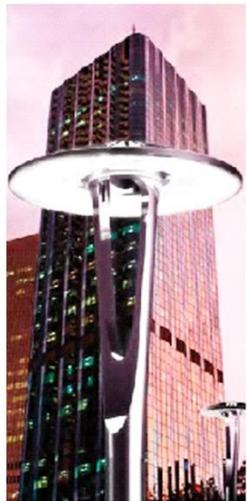
THE PLAN – HARDSCAPE+

ADA accessible, easy to maintain yet unique surfaces should be used. Some options for the street, sidewalk, and other vertical elements are visually depicted as follows:



THE PLAN – LIGHTING+

Identification and wayfinding is strongly characterized by lighting. Energy-efficient, LED lighting should be considered (funding permitted-solar can be explored also). Light fixtures with adequate cover and cut-off features to reduce excess glare and light pollution should also be considered. Some sample light fixtures (which will need to be explored further), include the following:



THE PLAN – ARCHITECTURAL STYLES+

+MEDITERRANEAN



+ART DECO



+MODERN



TOWN OF LAKE PARK

MIXED-USE COMMUNITY



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MIXED-USE COMMUNITY – EXAMPLE 01

Vibrant Community – Allows for day-and-night time activities



Image Source: Mooreland Development

MIXED-USE COMMUNITY – EXAMPLE 02

Walkable Community – Allows for safe streets for pedestrians



Image Source: Zyscovich Architects

MIXED-USE COMMUNITY – EXAMPLE 03

Green Community – Allows for sustainable development



Image Source: Brett VA

MIXED-USE COMMUNITY – EXAMPLE 04

Social Community – Allows for public interaction



Image Source: RED Rooster

MIXED-USE COMMUNITY – EXISTING

West side – 804 Federal Highway (US1)



MIXED-USE COMMUNITY – POSSIBILITY

West side – 804 Federal Highway (US1)



Render Source: Shook Kelley
Collage Source: Bell David Planning Group

MIXED-USE COMMUNITY – EXISTING

East side – 801 Federal Highway (US1)



MIXED-USE COMMUNITY – POSSIBILITY

East side – 804 Federal Highway (US1)



Render Source: Architecture Design Collaborative
Collage Source: Bell David Planning Group

MIXED-USE COMMUNITY – EXISTING

Waterfront – Adjacent to Marina



MIXED-USE COMMUNITY – POSSIBILITY

Waterfront – Adjacent to Marina



Render Source: Curbed Chicago
Collage Source: Bell David Planning Group

LAKE PARK NOW!



TOWN OF LAKE PARK
THANK YOU!